

NAVAL COURT MARTIAL.

ON BOARD H. M. S. "LEANDER."

Monday, March 11th.

At ten o'clock this morning, on board H.M.S. "Leander," a Court Martial was held on a gunner, Mr. J. J. Delaney, for having been found drunk at 4 p.m. on the 10th inst. in the cabin of the "Leander," on board the "Leander." There were present the following officers: Capt. (Pres.) Metcalf, (Vice-pres.) Capt. McQuinn, and Commanders, Warrender and Fleet (Counsel), Capt. Linton (Prosecutor), Capt. May (Defence), and Captain Winslow (Sergeant-at-Arms), Commander Tunnard, Secretary Waymouth (Vice-Emmanuel), besides, as witnesses, Commander Fleet, Lieut. Rink and Arbuthnot (Counsel).

Defendant pleaded "guilty," and was sentenced to lose one year's seniority and to be dismissed from his ship.

HONGKONG RIFLE ASSOCIATION.

LONG RANGE CUP AND SPOONS.

Saturday was a good day for rifle shooting and there was a good attendance of members. The Cup was won by Major Moore, the shooter who was first not having entered for the Cup competition, and the spoons were carried off by Mr. Lynch, Lieut. Hoey, Sergt. Shearing, Major Wintreale, and Private Geddes. The following are the best scores:—

Name.	1st.	2nd.	3rd.	4th.	5th.	6th.	7th.	8th.	9th.	10th.	Total.
Major Moore, R.F.D.	40	44	44	44	44	44	44	44	44	44	440
Lieut. Hoey, R.F.D.	40	44	44	44	44	44	44	44	44	44	440
Sergt. Shearing, R.F.D.	40	44	44	44	44	44	44	44	44	44	440
Major Wintreale, R.F.D.	40	44	44	44	44	44	44	44	44	44	440
Private Geddes, R.F.D.	40	44	44	44	44	44	44	44	44	44	440
Major Wintreale, R.F.D.	40	44	44	44	44	44	44	44	44	44	440
Major Wintreale, R.F.D.	40	44	44	44	44	44	44	44	44	44	440
Major Wintreale, R.F.D.	40	44	44	44	44	44	44	44	44	44	440
Major Wintreale, R.F.D.	40	44	44	44	44	44	44	44	44	44	440
Major Wintreale, R.F.D.	40	44	44	44	44	44	44	44	44	44	440

REVIEWS.

Metcalf's "An Directory for 1895" is one of the most conveniently arranged books we have ever seen. The book is divided into two parts, the first part containing the names of the residents of Hongkong, and the second part containing the names of the residents of the various districts of Hongkong. The book is printed in a large, clear, and legible type, and is bound in a handsome, durable, and convenient form. It is a most valuable and useful book, and is one of the best of its kind that we have ever seen.

It is wonderful what an amount of ably digested, valuable and well classified information has been gathered into "The North China Daily News List." The long narrow shape of the Directory is well suited for its intended purpose, and its marginal indexing is full and clear. For all that business world, of which Shanghai is the centre, it is an invaluable book of reference. It contains a large map of China, Korea and Japan, bristled with a comprehensive plan of Shanghai. The printing, paper and make-up of this Directory is of the first quality; and the contents, besides the directory, are so varied and wide as to be hardly possible to mention first; but perhaps the eighteen pages of events connected with China are the most notable. They certainly form a graphic and interesting outline of the main periods and incidents in Chinese history from 2700 B.C. to date, or for nearly 5000 years.

THE OIRISH GLOBE-TROTTER.

ABOUT VOLUNTEERS.

Many and many an aid fell in was brought upmost in my mind when I read an article in the "Hongkong Telegraph" the other day about the "Model Settlement" of Shanghai, the power of time it recalled (for the most of us means years) shadowed out amid the rest the Shanghai Volunteers of twenty years ago, under the then Commander-in-Chief, General Averis, but, indeed, as I would crowd your columns with any pre-arranged of them days—for a whole brigade of pleasant reminiscences marched into my mind and occupied the citadel; there they were, their thoughts of the past, rank and file, and in open columns of companies complete masters of the position, for sure me young days were spent in that halcyon settlement, and you may be certain that I was one of those very volunteers, for the love of glory is a healthy feeling in the young, and the pomp of war (although maybe its bit "play-acting") is always dear to the heart of a young Irishman. And with me it is still dear, for a military life was bred into me from my birth.

Me uncle, who is at present residing in his last glory (for he's now dead and gone) was the very devil at military yards, and as an aid soldier he was thought to be no worse living to them who were not "boys." "It's that young paddy, me honey," he would say, contending in a kindly tone of voice, "had seen to ye is it you, I say?"

"Oh, bedad, is it me?" I'd say. "An what have you been at all this blessed day?" he'd say. "Is it disgrace to the family ye are to be played at lawn tennis, or fiddle round after golf. Them games are purty well for auld men and children, and maybe they are good enough to amuse our children—the dandies—who they are not occupied by counter; for by reason of their tender forms they are not expected to delight in twisting the shillabags, but for the likes of you, bedad, is ashamed of yourself you should be, to be content with such pastimes; for it's come of a fighting family ye are, and be the bocky powers when I was your age its maybe a score of me fit and heads I've smashed just for love, you know—divil the more. Good luck to them Dannybrook days; its me that's a good soldier has mutilated from that field to fields of greater glory."

"True for ye," I'd say, "and its me that would like to hear something of your fighting days uncle."

"Well," he'd say, "bedad and I will do that same, and maybe when its after listen to me ye are there will come a little of the family spirit into ye, and then its waste to be a soldier you'll be."

"Well then, be me conscience," I'd say, "a thimble full of spirit is not to be succed at this blessed minute."

"Get out you spalpeen!" he'd reply; "ye have wit enough to know its the family glory I'm minding at the time."

"Oh, begorrah!" I'd say, "the family has been going to glory this many a day."

"True enough for you there," he'd say—putting out not to see me minding and then

settling down into a comfortable position to spin his yarns, which would be somewhat like the following:—

"Well you see, Avick, I was sitting down be me'ten grunting me brogues, or at least as much of them as was left from the marching and countermarching of our division, when an orderly saluted me with an order from the General to go to him at once, and, bedad, I was there in a jiffy. "Morning to you, O'Flaherty," said the General. "Good morning to ye kindly, General," I answered. "Aren't you the only man in the British Army can give your people good advice in his difficulty; for sure its in a mighty quantity we all are in this blessed minute. The beef and mutton of our Commissary have slain not in price Alanah, but in favour, and its that bad, the given of it to the men is completely out of the question. Flour and other such articles are in unknown quantity, and them pasties, once the very pride of me heart, have, from sprouting in the damp, burst out into stalk and leaves, and, like the last rose of summer, they are left blooming alone. Then the enemy, bad scran to it, is that aggravating and unreasonable, that devil a one of us can root them from their position!"

"And its me advice you wantin General?" said I.

"Then me advice is, General, give them a beating. "Oh, bedad! I will give them that same," said he, "but I want your advice in strategy, as to the disposition of me men."

"Why, man-a-liv," said I, "their disposition is all that a General may desire. The English portion of the Army is hungry and will fight for their grub, while the Irish and the Scotch will fight for their money. And, take me word for it, its b'ne blessing they'll be making of the money on the word to march."

"Now, O'Flaherty," said he to me, "be me soul its perfect confidence I have in the lads, and the glory will upon them banners they carry will, like a rolling snow-ball, increase wherever they take them to; but me minding is the placing of the men so as to win the fight as a Christian soldier should do, be a little spillover of blood as possible. The noble game of chess teaches us what war should be, and, be jehova, this next move is of consequence, for upon the result depends our supplies of daily bread."

"And here if ye please, and by your leave, I will break off the thread of me discourse as to the Hongkong Volunteers for me before me, and as a reserve force we will just have me uncle (for the private mind ye) in command of the General and the army; and will give me mode of tactics when space may be spared for it."

"And now let the Volunteer army fall in! Attention! eyes front! as you was! as you is! stand-at-arms! stand at it!"

"Now, me lads, I did not seek this field wide to ye to blather blarney, but I am bound to say it is praiseworthy of the local youth to put their shoulders to the wheels of our guns and learn the difference twixt the breech and the muzzle, so that on a call to duty ye will be found fitted for an honourable place to the front, where the fun of the job is sure to be when ye are shoulder-to-shoulder with the British Army."

"Hongkong Volunteers, as I just now said ye on parade, its me that will tell ye ye are equal in efficiency to any Corps of your sort. Ye equal a business-like grip of yer guns, every mother's son of ye of the rank and file, Captain McQuinn looks every inch a soldier, from the sole of his breeches to the crown of his cap; and what I say of your Captain may be repeated of your Lieutenants and non-coms. Faith, an there is not a set of warriors outside of the Regulars look more likely to kill or be killed contentedly, in a good cause; and ye have never a fear of a strife for any other."

"Bedad, an its forgotten me manners I am, as I should have mentioned at first that his lordship Honour, the General-in-Chief, was on the ground and took a personal interest in ye men. There was no band (worse luck to it!) to strike up "God Save the Queen," an the Cathedral organ was playing its own business in the "Holy of Holies" with such industry that, begorrah, it burst itself before we had much of its heavenly notes or its melodious strains."

"A pleasing adjunct to our Hongkong Volunteers is the Ambulance Corps, and they had a keen interest attached to them by reason of the smart drill they were put through that both of a boy, Dr. Canille. More power to him!"

"He was there, when they were here, and they were here, when he was there. Then placing the stretchers for me the wounded and gently placing them upon the canvas, the Ambulance men rowled out their linen bandages, while the Doctor towled out his orders. It was, indeed, a pious sight!"

"Bedad, the fellows! It is pleasant to speak of them with unmeasured praise and write down in the unequivocal language of me Fatherland me admiration of the dainty dandies' solicitude and care of the sick and wounded. Their attendance to save the life of a mother's darling it may be, a worthy father, a well loved brother (or, of course, an angel's mission, and as such it was worthy of high praise."

"And, bedad, its true enough, and nobody will be after contradicting me when I say it, the soldier's heart is never so hardened by the thoughts, or sight of war and its accompanying bloodshed as to cease to venerate the party killed; and the assistance of the maid sisters in the hour of need is to me mind like angel visits from our Father in Havin."

"PATRICK O'FLAHERTY.
P.S.—If the whole tribe of the Volunteers don't bombard yer *sanctum sanctiorum* and blow ye into smithereens before ye are well older than its after contributions more "copy" to your popular paper off be either before or after Saint Patrick's Ball."

RUSSIA'S AIMS IN THE FAR EAST.

The one-sided struggle which is at the present moment being carried on between China and Japan is pregnant with far more serious questions than the relative merits of battleships and cruisers, or the superiority of comparatively small bodies of highly trained troops against hordes of undisciplined rabble. The general public through the medium of the daily press is kept in the dark as to the details of the fighting. The Japanese are winning all along the line, and the vast Empire of China is in a mass of confusion. Whenever her enemies appear, she retreats before them, and already she has been brought to her knees by her comparatively puny rival. What will happen now? That is the question which will puzzle the civilised world to answer, for its solution may, without exaggeration, be said to affect the interests of every nation on the earth. The present war will in all probability be the most important turning point which has yet been reached in the world's history, for it may be the means of bringing to the minds of 300 millions of people the advantages of Western civilisation. The past few months have placed Japan in the position of a powerful Asiatic Power; a force to be reckoned with in the game of war and diplomacy. Yet Japan is but a small nation, with a small territory, and what we may say, is to happen should China awake from her sleep

of centuries and raise herself to the same pitch of civilisation as her neighbour across the water? When China has assumed such a position, it will be well for her to expect her to confer any favour unless its full value is given in return. When the sun goes up, therefore, of the present war takes place, then will be the time or never, when China can be made to suffer the fate of the weak. The Japanese, however, need not delude themselves into the belief that they are going to be the only people to benefit from China's ruin. The European Power in particular, which is standing by with every hope of sharing the spoil. What Russia's intentions are in this respect, it will be our business now to examine.

It is well known that the project of all others which lay nearest to the heart of the late Czar was the construction of the Great Siberian Railway. It was through his untiring efforts that the mass of plans and suggestions, which were tendered from all sides on the subject, were carefully considered and sifted, until by an Imperial Rescript, given on the 17th March, 1891, the question of the construction of the Great Siberian Railway was irrevocably decided upon. Since that day when the Czar, now the Czar Nicholas, laid the foundation stone of the great work, the construction of the railway has been going on by leaps and bounds. The total length of the line from Cheliabinsk, the western point where it connects with the European system, to Vladivostok, the Eastern end, is 4774 miles. Throughout nearly the whole of the vast tract of country which this line takes to be found the requisite materials for successful colonisation and commercial enterprise, and the advantages which are likely to accrue to Russia through the construction of this railway must certainly be enormous. Although built partly for strategic purposes, the railway is chiefly meant as an instrument for working the peaceful development of Russia's power and resources in Asia. When it is completed in 1904, she will possibly be in a fair way to revolutionise the entire trade of the Far East. Yet for only eight months in the year will the Eastern terminus of the line be of any real use. From the middle of September until the beginning of April the port of Vladivostok is closed with ice, though it is true that an ice-breaker can clear the channel in the dock-ward throughout the winter, but even so the harbour, though strategically strong, is not at all well adapted for a large commercial port, such as the Eastern terminus of the Siberian Railway undoubtedly should be. Russia is, in fact, sorely in need of a thorough good harbour, which is open all the year round, and which is capable of being adapted to commercial use. It will be interesting to inquire where she is likely to find such a desirable haven.

For the harbour of Vladivostok, a distance of about 600 miles, the line runs parallel with the coast-board of the Gulf of Tartary, at a distance from it of about 150 miles. The country in this neighbourhood is composed entirely of virgin forest, where the voice of man has never yet been heard. Yet there would be no peculiar engineering difficulties in constructing a branch line to any point on the coast, where a good harbour could be found. That there are good harbours along the coast is well known, and Captain Bay, though the coast part of this is open to easterly winds, affords good shelter to vessels which anchor inside the islands within it. Here it is that pilots are picked up by vessels entering the Amur River, and a small settlement exists at the head of the bay. The bay, however, is covered with ice from the beginning of December until April, being only open to navigation for about seven months in the year. A little further east, at the mouth of the Burehaya River, and excellent anchorage is to be found in its various arms. Vessels of any size can so anchor as to be completely land-locked, and the harbour, in fact, may be said to be the very best that can be found in this part of the world. It, however, also has the great disadvantage of being ice-bound from November to April. With the exception of Olga Bay, the coast from this point down to Vladivostok affords little shelter for vessels. High snowy mountains are visible inland, and pine forests extend to the coast, which is hilly, and in cliffs. There is only one more harbour to be found on the Russian seaboard, and that is Novgorod Bay to the southward of Vladivostok, and almost touching the Russo-Korean frontier. Here there is a Russian settlement, with a garrison of 1,500 troops, and the country around is fairly cultivated. It is much less wooded, and presents fewer obstacles to railway engineering than the country up north. Still, the harbour is not of the best, and most important of all, is covered with ice of moderate thickness for three months in the year. It will now be seen that Russia possesses no harbour throughout her Pacific seaboard which is free from ice all the year round. In addition to the Gulf of Tartary and the northern part of the Japan Sea is infested with fog, and the approach to Vladivostok itself is rendered most dangerous for this reason in May, June, and July.

It is plainly apparent that if Russia wants a proper Eastern terminus for her Siberian Railway, she will have to look outside her own dominions for it. She will not have to look far. Just inside the Korean frontier there is Goshyok Bay, which really good anchorage is found. Yet this is not by any means a harbour in the proper sense of the term. Port Cherskof and Sin Shian Bay are the only other anchorages of any importance to be found as one progresses south down the eastern coast of Korea. There is, in fact, nothing at all suitable for Russian requirements until Broughton Bay is reached. And here me may be found, at last, the very kind of harbour which Russia wants. Broughton Bay is situated at lat. 40 deg. N., and is 40 miles in depth. At its head are Yang King Bay and Port Lazareff, both of which afford most excellent shelter. The harbour occupies a simply perfect position for the terminus of a great Trans-Asiatic Railway. There is plenty of room for any amount of shipping, the water in the harbour is of uniform depth, and with a good bottom, and the approaches to it are almost entirely free from ice all the winter, with the exception of small accumulations in the head of the southern end of the bay. The large town of Gensan lies at its southern end, extending for a mile along the coast, and having about 12,000 inhabitants. The country all round is well cultivated, and the land and copper mines are in the vicinity. The land of Tartary bay is by the high road from Vladivostok. This road runs very close to the shore, and would in all probability mark the course of the railway when the time comes for it to be extended to this point. Port Lazareff, in a word, is without doubt the port which the Russians are bent on acquiring at the conclusion of the present war. It needs but a glance at the map to appreciate the excellent position from a strategic and commercial standpoint. It is, in fact, the very pick of Korea. Already it may be noted that, according to latest reports, troops are concentrating in considerable numbers at Vladivostok, and in the neighbourhood of the Korean frontier. Whether England will allow Russia to set at defiance all existing treaties, and extend her territory to this point, is a question which our Ministers will have to consider. The question, as has been said, involves interests of the very highest order, and it is to be hoped that we shall never allow ourselves for one moment to lose sight of its importance. (Continued.)

NOTICE TO MARINERS.

The following notice to mariners appeared in the Government Gazette last Saturday:—
EAST ENTRANCE TO HONGKONG STRAITS.
Hessaki Light-house.

Intended change of 3rd Order Fixed Light to 3rd Order Revolving Light.

Notice is hereby given that in about a week from date the 3rd Order Fixed Light of Hessaki Light-house, East entrance to Shimonoseki Straits, will be changed to the 3rd Order Revolving Light with vertical red light. The act of illumination of the Revolving Light will be 25 seconds from North to South and 25 seconds from South to North, and the Light will show a White flash over an arc of 6 degrees from North to North 6 degrees West, and a Red flash over another arc of 204 degrees from North 6 degrees West to South 82 degrees East over the spit of Motomatsu and East entrance to Shimonoseki Straits. The interval between the flashes will be 15 seconds. The bearings are true, and as taken from seaward.

The description of the Light-house, height of light and its range of visibility, will remain the same as before.

COUNT KURODA KIYOTAKA,
Minister of State for Communications,
Tokio, February 21st, 1895.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the 12th ordinary meeting of the Company to be held at the office of the general managers on Saturday, 24th instant, at noon:—

Annexed we beg to submit to shareholders the annual statement of accounts for the year ending 31st December, 1894.

The gross profit including the balance from last year amounts to \$31,814.40 and after writing off \$13,000 for depreciation of steamers there remains \$18,814.40, which it is proposed to deal with as follows:—

To pay a dividend of 7 per cent \$17,500.00
To carry forward to next year's account 1,314.40

The result is disappointing compared with last year's, but has been brought about by two causes, viz.: the accident to the *Zafro*, which struck on a rock while leaving the harbour on 14th November last, causing a loss of two months' revenue in the Company, and the prevalence of the plague in Hongkong, which necessitated a further loss of 15 days quarantine at Manila to each steamer during the greater part of the year. The result of this combination of adverse circumstances has been that while the earnings of the steamers decreased their expenses increased thus fully accounting for the falling off this year.

CONSULTING COMMITTEE.
We have to record with deep regret the death of Mr. H. Hoopius whose place at the Board has been filled by the appointment of Mr. N. A. Stebbins in accordance with the Articles of Association Messrs. Gillis, Mosses, Stebbins and Shawan all retire, but offer themselves for re-election.

AUDITORS.
The accounts have been audited by Messrs. J. H. Cox and T. I. Rose (acting for Mr. Arnold). Messrs. Cox and Arnold are eligible for re-election.

SHEWAN & CO.,
General Managers.
Hongkong, 28th February 1895.

Accounts for the year ending 31st December, 1894.

BALANCE SHEET.

Assets.
Value of Company's steamers *Zafro* and *Zafro* \$250,000.00
Less depreciation written off, 13,000 13,000.00
Value of boats and moorings at Amoy and Hongkong 701.61
Value of coals on hand 451.00
" stores 1,706.41
Forfeited shares account 1,350.00
Premium value of unexpired policies, 12,760.71
Outstanding freight 1893 138.61
" 1894 16,791.97
Sundry debtors 6,078.27
Hongkong and Shanghai Banking Corporation 7,551.24
Cash on hand 528.77
\$301,062.16

Liabilities.
Capital, 5,000 shares @ \$50 per share \$250,000.00
Dividends unclaimed 31/12/1893 177.50
Bad and doubtful debts 7,800.61
" underwritten account 7,280.61
Sunday creditors 12,470.78
Due to General Managers 1,418.04
Balance of Profit and Loss account 18,814.40
\$301,062.16

PROFIT AND LOSS ACCOUNT.
Interest account \$ 926.04
Exchange account 237.31
Charges account 1,438.81
Loss on stores 94.64
Consulting committee 3,000.00
Auditors' fees 300.00
Amount written off for depreciation 13,000.00
Balance 18,814.40
\$ 36,814.10

Balance from last account \$19,077.35
Less dividend for 1891 12,000.00
Profit on Working S.S. *Emeralda* and *Zafro* 27,768.31
Amount transferred from bad and doubtful debts 1,952.00
Amount received from Spanish Government Manila 3/4 fees paid in 1894 refunded 1,810.94
Profit on sale of 50 1/2 tons of coals 682.50
\$ 36,814.10

BAD AND DOUBTFUL DEBTS.
Balance from last Account \$ 845.36
Amount transferred to Profit and Loss account 1,952.00
Balance 606.64
\$ 606.64

Amount received for 1 per cent. dividend on claim against Russell & Co. in liquidation \$1,641.35
Amount received account Commission Claims against Russell & Co. in liquidation, at Manila 1,156.11
\$ 2,797.46

We have compared the above statement with the books and vouchers of the Company, and found them to be correct and accurate.
(Signed) T. I. Rose, Auditors.
Hongkong, March 9th, 1895.

CHURCH OF ENGLAND TEMPERANCE SOCIETY.

The 15th anniversary of the Mission to Seamen (Hongkong branch of the above Society) was held on Friday evening at the Seamen's Reading Room (Sailor's Home). The chair was occupied by the Chaplain, Rev. A. G. Goldsmith. The report shows that 3,155 members have been enrolled since the commencement of the Society.

A musical programme was rendered by the Temperance choir in capital style, with the assistance of Mrs. Dyer Ball and Mrs. Boxhall, who sang charming solos.

Mr. J. Dyer Ball addressed the meeting and alluded, with great force, to the fact that by medical and other statistics it is shown that 12,000 persons die annually in the British Isles solely through alcoholic poisoning, or otherwise, through the influence of drink. He urged the need of such societies as this, where men were united in a common object and it was so much stronger and better able to support each other.

Leutenant Rink, R.N., also delivered an interesting address, which was very attentively listened to. In the course of his remarks he said:—When I joined the Navy 25 years ago it was a very hard thing to become a member of a Temperance Society; but now a man is not hunted down or thought a "poor lot" because he is a teetotaler. This shows that Temperance men can hold their own and that their cause is advancing. Temperance is better for health, as is shown by the fact that Insurance Societies accept "teetotal lives" on better terms than even those of moderate drinkers. It does not interfere with good fellowship—good fellowship of a wholesome kind. There are three classes of drinkers: First, the man who cannot avoid taking too much; secondly, the man who sometimes may exceed, but who generally can stop when he has had enough; and, thirdly, the truly moderate drinker who never takes liquor in excess. Undoubtedly, the first should abstain for every reason. The second ought to consider the matter seriously; and, if he did so, would see that total abstinence is the wisest course. The third, though not under any necessity for himself, may yet become an absterger for the sake of those around him, who are not capable of looking after themselves.

Mr. Walter Tam (Hon. Lay Helper) thanked the speakers in suitable terms, and then the meeting closed with a hymn and the benediction.

A WARNING TO GOLFERS.

Small entium volat irrevocabile verbum.

Jones, well advanced in years, began the game of golf, but found it so tiresome that, though an even tempered man, he could not play a round. Without expressing finding vent Of most unusual strength. This grievous him much: so pensive He bled himself at length To one whose ghostly counsel he Much heeded might give him aid, And all his hope and perplexity To graphic terms displayed.

The Reverend Father shook his head, An Reverend Father can: "The case is difficult," he said: "But try this simple plan:—Whenever you see a heavy word Because you miss a stroke—That this should vex you seems absurd, But golfers—golfers—golfers— Take up a pebble from the ground And in your pocket lay it. If you use many through the round The weight will soon betray it."

A day has passed away. Jones stands Before his friend again: In his pockets are his hands, His face is drawn with pain. "This heap of stones that here I've got, It gives me much to show it, In for 'Confound it,' &c. this lot— A big one—is for, 'Blow it.' I would the tale were thus complete And here the balance struck, But—thud! step! into the street, The 'D's' are in a truck."

CRICKET.

HONGKONG C. C. V. UNITED SERVICES.

The return match between the Hongkong C. C. and the United Services played on the Public Recreation Ground on Friday and Saturday, resulted in a very close win for the Club by ten wickets.

Appended are the scores and analysis:—

UNITED SERVICES—FIRST INNINGS.

Leat. R. B. Girdle, R.N., 1 bow, 5 Dabry 6
Leat. R. B. Girdle, R.N., 1 bow, 5 Dabry 6
Leat. R. B. Girdle, R.N., 1 bow, 5 Dabry 6
Leat. R. B. Girdle, R.N., 1 bow, 5 Dabry 6
Leat. R. B. Girdle, R.N., 1 bow, 5 Dabry 6
Leat. R. B. Girdle, R.N., 1 bow, 5 Dabry 6
Leat. R. B. Girdle, R.N., 1 bow, 5 Dabry 6
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Leat. R. B. Girdle, R.N., 1 bow, 5 Dabry 6

Leat. R. B. Girdle, R.N., 1 bow, 5 Dabry 6
Leat. R. B. Girdle, R.N., 1 bow, 5 Dabry 6
Leat. R. B. Girdle, R.N., 1 bow, 5 Dabry 6
Leat. R. B. Girdle, R.N., 1 bow, 5 Dabry 6
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Leat. R. B. Girdle, R.N., 1 bow, 5 Dabry 6
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Leat. R. B. Girdle, R.N., 1 bow, 5 Dabry 6
Leat. R. B. Girdle, R.N., 1 bow, 5 Dabry 6
Leat. R. B. G

Advertisements.

1895-96.

SEALED TENDERS in duplicate will be received at the ROYAL NAVAL HOSPITAL until 10 A.M. on the 20th March, 1895, from persons desirous of supplying BEEF, MUTTON, FOWLS, BREAD, PURE COW'S MILK, AERATED WATERS, ICE, and other PROVISIONS and necessaries for the year ending 31st March, 1896.

Sealed Tenders in duplicate will also be received for the HOSPITAL WASHING and for COAL (AKAIKE).

Printed Forms of Tender and Further Particulars can be obtained at the Royal Naval Hospital.

The right to reject the lowest or any Tender is reserved.

T. H. KNOTT,
Dep.-Inspector General.

Royal Naval Hospital,
Hongkong, 11th March, 1895. [347]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"NAMO.".

Captain Thom, will be despatched for the above Ports on WEDNESDAY, the 13th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 11th March, 1895. [346]

TO LET.

ROOM in "BRACONFIELD ARCADE,"
HURLES' Nos. 8 and 20, "BELLIOS
TERRACE."

GODOWNS IN DUNDRELL STREET.
Apply to

BELLIOS & Co.
Hongkong, 11th March, 1895. [348]

asonic.

JOHN'S LODGE

OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 12th instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited. Hongkong, 6th March, 1895. [333]

PERSEVERANCE LODGE OF

HONGKONG, No. 1165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 13th instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited. Hongkong, 6th March, 1895. [342]

Intimations.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JAYES
FLUID
THE BEST
DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1895. [10]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1895. [408]

TO SHIPMASTERS.

STEAM WATER-BOT COMPANY.

THE Underigned are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DECK and BOILERS.

The only Company in Hongkong exclusively Supplying FILTERED WATER.

Despatch Guaranteed. Call Flag "W."
J. W. KEW & Co.,
18, Praya Central.

Hongkong, 17th November, 1894. [21]

FOR SALE.

THE HONGKONG DIRECTORY, issued from the Office of the Hongkong Telegraph, is the best and most complete work of the kind ever published in ASIA. The Directory contains all the latest and most reliable statistics concerning China, Japan and all the other Countries in the Far East, with a mass of varied information on many interesting subjects unrivalled by any similar publication in any part of the World.

PRICE\$3.00

To be obtained from all Booksellers in China, Japan, the Straits Settlements, &c., and at the Office of

"THE HONGKONG TELEGRAPH,"
Pedder's Hill.

Hongkong, 4th February, 1895.

Intimations.

STANDARD FAMILY MEDICINES.

WATKINS' SARSAPARILLA

A COMPOUND CONCENTRATED EXTRACT TONIC AND ALTERNATIVE

BALSAMIC LINCUS

FOR COLDS, COUGHS, AND ALL THROAT AND LUNG COMPLAINTS.

WATKINS' CATHARTIC PILLS.

A STRICTLY VEGETABLE PURGATIVE.

The Best Family Physic For

STOMACH, LIVER AND BOWELS.

WATKINS & CO.

THE APOTHECARIES' HALL.

66, Queen's Road Central.

THE
CLUB HOTEL,
5, BUND, YOKOHAMA.

HOTEL
METROPOLE,
1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine, under the foreign supervision of an approved Chef, has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch attends Steamers arriving and departing. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—the only Hotel offering such an advantage. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNY, Manager,
YOKOHAMA.

E. DEWETTE, Manager,
TOKYO. [160]

Hotels.

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG,
(On Shau-Hi-wan Road.)

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shau-Hi-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS have been added, and a LAUNCH runs from the NEW PEDDER'S WHARF to BAY VIEW every half-hour after 5 P.M. daily.

Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 12th August, 1894. [19]

NEW CANTON HOTEL.

FRENCH CONCESSION, SHAMEN.

Telegraphic Address: "NEW."

GOOD ACCOMMODATION AND EXCEL-
LENT CUISINE.

BOARD and LODGING by the day:—

One Person\$3.50

Married Couple occupying one Room.....\$6.00

Telephone and Electric Bells fitted up throughout the Establishment.

The Hotel provides Boats for the conveyance of Visitors to and from Steamers.

T. F. DA CRUZ,
Manager.

Canton, 1st February, 1895. [271]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL WINTER RATES,
(FROM NOVEMBER 1ST TO MARCH 31ST).

One person, per day.....\$2.50 to \$ 3.00

One person, per month.....\$75 to 60.00

Married couple (occupying one room) per day.....\$5.00

Married couple (occupying one room) per month.....\$100 to 105.00

Married couple (occupying two rooms) per month.....\$110 to 120.00

Extra Bed-room, per month.....20.00

For further particulars, apply to

THE MANAGER,
New Victoria Hotel.

Hongkong, 16th October, 1894. [26]

FUJIYA HOTEL.

MIYANOSHITA,
HAKONE.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.

NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI,
Proprietor.

THOMAS' GRILL ROOMS,
(Corner of Queen's Road and Duddell Street.)

THE Underigned has always thought that such a place as this was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOUSE—providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STEAK at any hour of the Day, up to 11 P.M., or later if notice be given. He is also prepared to SUPPLY MEALS to PRIVATE PARTIES per MENU or ORDER—the Parties sending Dishes, &c., for same—and Cash. Terms:—

Breakfast...per meal \$0.75...per Month. \$18

Tiffin....." \$0.75....." \$20

Dinner....." \$1.25....." \$35

Breakfast, Tiffin and Dinner....." \$45

Breakfast and Tiffin....." \$30

Tiffin and Dinner....." \$40

SPECIAL TIFFINS and DINNERS served in Excellent Style at short notice.

W. THOMAS,
Proprietor.

Hongkong, 24th June, 1894. [37]

Notices of Firms.

NOTICE.

THE authority given Mr. F. A. MEYER to Sign our Firm per Procurator has been WITHDRAWN.

Mr. JOHANNES PETERSEN has been Authorised to Sign our Firm per Procurator here and in FORMOSA.

JULIUS MANNICH & Co.
Hongkong and Formosa,
24th March, 1895. [339]

COMPAGNIE DES MESSEGERIES
MARITIMES.

FROM This Date Mr. C. TOURNARE has taken CHARGE of the AGENCY of the above Company in Hongkong.

G. DE CHAMPEAUX,
Agent.

Hongkong, 5th March, 1895. [332]

For Sale.

FOR SALE.

A GOOD BARGAIN.

ONE PRINTING MACHINE, ONE CUTTING MACHINE and ONE PRESS-NUMBER MACHINE with the latest Improvements. All the Machines are quite new.

Apply to

A. MANN,
Printer,
Amoy, 15th February, 1895. [268]

FOR SALE OR HIRE.

THE DWELLING HOUSE on MAMOI HILL, PAOY ANCHORAGE, lately occupied by Captain SAUNDERS.

Immediate Possession can be taken.

For further particulars apply to

CAPTAIN J. C. SAUNDERS,
Amoy.

or BROCKETT & Co.,
Fochow.

Amoy, 2nd February, 1895. [219]

THE FREDERICKSBURG BREWERY CO.'S

LIGHT PALE ALE.

Unsurpassed in quality

and highly recommended

by persons of

Refined taste.

Makes a delicious and

comforting drink

during Summer Months.

H. E. BOTTLEWALLA,
SOLE AGENT,
(No. 2, D'Aguiar Street.

Hongkong, 5th March, 1895. [197]

CALDBECK, MACGREGOR & Co.,

WINE and SPIRIT

MERCHANTS,

HONGKONG, SHANGHAI, LONDON AND

GLASGOW.

15, Queen's Road,
Hongkong, 24th August, 1894. [18]

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

Prices Very Moderate.

Orders respectfully solicited by the Under-

signed.

MITUO BUSHIM EMBURA,
1, Queen's Road Central.

Hongkong, 24th January, 1895. [58]

Rails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1895.

1895.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 20th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 10th April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 1st May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street. [3]

Hongkong, 20th February, 1895.

U. S. MAIL LINE.

PACIFIC MAIL STEAM-
SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama).....Wednesday, 17th April, at Noon.

China (via Nagasaki, Kobe, Inland Sea and Yokohama & Honolulu).....Tuesday, 30th April, at Noon.

Form (via Nagasaki, Kobe, Inland Sea and Yokohama).....Saturday, 18th May, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA on WEDNESDAY, the 17th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10 Gold in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 9th March, 1895. [1]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSIONERS

AGENTS,

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE

COMPOSITION RED HAND BRAND.

HARTMANN'S GREY PAINT.